

**Amendments to the Specification**

Please add the following new heading before paragraph [0001]:

**BACKGROUND**

Please replace paragraph [0005] with the following amended paragraph:

[0005] Since, in operation, the fuel cell always contains a certain quantity of fuel, it is for a brief time possible to extract more electric power than the amount which corresponds to the quantity of fuel supplied, but this leads to undesirable shifts in the chemical conditions in the fuel cell. In conventional fuel cell systems, this can only be avoided by setting the flow of fuel provided by the reformer to be greater than the current which is normally ~~taken~~-collected from the fuel cell, so that a fuel reserve is available in the event of a sudden increase in demand for electric power. However, since this additional fuel cannot be stored for subsequent use in mobile systems, the excess fuel is generally not utilized efficiently, which is undesirable from a ecological and economic point of view.

Please add the following new paragraphs after paragraph [0005]:

[0005.1] EP 0 136 187 A2, which constitutes the generic document, has described a hybrid power system which has a fuel cell stack as primary energy source and one or more batteries as energy store. The batteries are electrically connected in parallel to the fuel cells by means of one or more switches. These switches can be actuated under the control of a microprocessor.

[0005.2] Technically similar structures are described by JP 09 231991 A and EP 1 225 082 A, in which a switch between the fuel cell and a battery or a consumer is actuated as a function of the values recorded by a temperature sensor.

[0005.3] WO 99/46140 A describes a hybrid drive for a vehicle, in which an engine as consumer is coupled to a fuel cell, an energy store and auxiliary consumers. However, this drive does not have any sensors whatsoever in the sense of the prior art explained above.

[0005.4] Furthermore, WO 02/20300 A has disclosed a vehicle which is driven by fuel cells and in which a microprocessor controls the interaction between a motor as consumer, a fuel cell and

an energy store. In this case, however, switches in accordance with the prior art as explained above are dispensed with altogether.

Please add the following new heading before paragraph [0006]:  
SUMMARY OF THE INVENTION

Please replace paragraph [0006] with the following amended paragraph:  
[0006] ~~It is an object of the~~ The present invention ~~to provide~~ provides a fuel cell system which, when the fuel supplied is used efficiently, allows rapid changes in the electrical output power of the system even if the flow of fuel supplied can only be changed slowly.

Please replace paragraph [0007] with the following amended paragraph:  
[0007] ~~The object is achieved by a fuel cell system having the features of claim 1.~~  
In an exemplary embodiment of the present invention, a fuel cell system comprises a fuel cell and an intermediate electrical accumulator. A common supply connector couples the fuel cell and the intermediate electrical accumulator to an electrical consumer. A sensor is arranged for recording an operating parameter of the fuel cell. Moreover, a switch is arranged and configured to be controlled to be in one of an open state and a closed state, the open state electrically isolating the fuel cell from the intermediate electrical accumulator and the common supply connector, and the closed state electrically coupling the fuel cell to the intermediate electrical accumulator and the common supply connector. According to a feature of the present invention, a pulse generator control circuit controls the state of the switch between the open state and the closed state, by using pulses having a duty factor variable as a function of the recorded operating parameter.

Please replace paragraph [0010] with the following amended paragraph:  
[0010] The waste heat generated by a switch of this type can be used to good effect to heat the fuel cell if the latter is thermally coupled to the switch. In particular in the case of a fuel cell system having a stack of fuel cells, the switch is preferably arranged at one end of the stack, in order in this way to keep ~~warm~~ cells warm at the end of the stack, the temperature of which would otherwise drop undesirably compared to middle cells. Since the power loss which occurs

at the switch in operation is greater than the heating power required to hold the stack at a desired operating temperature, a dedicated heating device for the fuel cell stack can be dispensed with.

Please delete paragraphs [0012] and [0013].

Please add the following new heading before paragraph [0016]:

BRIEF DESCRIPTION OF THE DRAWINGS

Please add the following new heading before paragraph [0020]:

DETAILED DESCRIPTION